

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
PEDESTRIAN WORKING GROUP AND THE
REGIONAL BICYCLE TASK FORCE

Tuesday, June 19, 2007 at 1:30 p.m.
MAG Office Building, Cholla Room
302 North First Avenue, Phoenix

MEMBERS ATTENDING

| | |
|--|-------------------------------------|
| Tami Ryall, Gilbert, Chair, Regional Bicycle Task Force and Acting Chair of the Pedestrian Working Group | *Farhad Tavassoli, Goodyear |
| *Bruce Meyers, ADOA Gen. Services | *Michael Cartsonis, Litchfield Park |
| Michael Sanders, ADOT | *Peggy Rubach, Maricopa County |
| Brian Fellows, ADOT | Mitch Foy, Mesa |
| *Michael Eagan, ASLA, Arizona Chapter | Brandon Forrey, Peoria |
| ^Janeen Gaskins, Avondale | ^Katherine Coles, Phoenix |
| *Thomas Chlebanowski, Buckeye | Srinivas Goundla, Phoenix |
| Michael Normand, Chandler | Randi Alcott, RPTA |
| Bill Lazenby, Coalition of Arizona Bicyclists | *Dawn Coomer, Scottsdale |
| *Mark Smith, El Mirage | Reed Kempton, Scottsdale |
| *Steve Hancock, Glendale | Eric Iwersen, Tempe |
| | Lance Ferrell, Surprise |

*Members neither present nor represented by proxy.

^Attended via audio-conference

OTHERS PRESENT

1. Call to Order

Tami Ryall called the meeting to order at 1:30 p.m. Tami Ryall expressed the committee's appreciation to Mitch Foy for his dedicated service. He is retiring from the City of Mesa in July.

2. Approval of the May 8, 2007 Meeting Minutes of the Pedestrian Working Group and the Regional Bicycle Task Force

Brian Fellows moved to approve and Bill Lazenby seconded the move to approve the meeting minutes of the Bicycle Task Force and Pedestrian Working Group for May 8, 2007. The motion passed unanimously after the following changes were suggested.

Reed Kempton noted that points should be eliminated for bike lanes on collector streets in retrofit situations where it is not practical or appropriate because of parking issues for example. Reed Kempton did not have an issue with bike lanes on new collector streets.

Brandon Forrey requested that the concept of bike lanes “where feasible” should also be applied to include arterials as well as collector streets.

Mitch Foy explained that Mesa has 129 miles of bike lanes in the city.

3. Call to the Audience

An opportunity was provided to members of the public to address the Bicycle Task Force and the Pedestrian Working Group on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Members of the public were requested not to exceed a three minute time period for their comments. A total of 15 minutes was provided for the Call to the Audience agenda item, unless the Bicycle Task Force and the Pedestrian Working Group requests an exception to this limit. Please note that those wishing to comment on action agenda items were given an opportunity at the time the item was heard.

There were no members of the public were present.

4. Staff and Member Agency Reports

Maureen DeCindis reported on an effort by MAG to determine a correlation between increased number of bicycle facilities and an increased number of riders. Ms. DeCindis identified a number of sources of data in the region and asked committee members for other sources and approaches for analyzing data. The following members agreed to form a subcommittee to research this issue further: Randi Alcott, Bill Lazenby, Brandon Forrey, Brian Fellows and Srinivas Goundla. Mitch Foy suggested using the video cameras to count bicyclists.

Eric Iwersen announced that Tempe has started building the bicycle and pedestrian bridge over Tempe Town Lake. He is going to City Council in July for the Hawk for approval for two locations on the Western Canal at Rural Road and McClintock Road which will be installed next summer. A new bicycle advocacy group has been formed in Tempe called the Tempe Bicycle Action Group and their website is www.biketempe.org

Brando Forrey said the Peoria Bicycle Plan was taken before the City Council who requested statistical data to support the cost of the bicycle improvements.

5. Discussion on Programming for the Future 2009-2013 Transportation Improvement Program (TIP)

Eileen Yazzie, the MAG Transportation Programming Manager presented the possibility of changing the number of years modal projects are programmed in advance in the Transportation Improvement Program (TIP). The TIP is a five year window into the region’s transportation programming priorities for freeways, streets, transit, bike & pedestrian, ITS, air quality, and planning projects. Federal regulations require that a Metropolitan Planning Organization (MPO) produce a TIP that covers a four year time frame. Annually, MAG begins programming the TIP in August and September with final approval the following July.

MAG is reviewing the process used to produce the TIP and looking at ways to make it more efficient. One change is to program specific projects for the first three years of the TIP rather than the full five-years of the TIP for bicycle, pedestrian and ITS projects. This suggested change addresses some of the programming challenges:

- 1) shifts in jurisdiction/agency priorities
- 2) increase/decrease of available funds
- 3) new technology
- 4) a shift in regional priorities
- 5) programming projects that act as a 'place holder' for funds for a jurisdiction.

These challenges mainly affect the projects in 4th and 5th year of the TIP. So for the last two years of the TIP, a lump sum for each mode would be included rather than a list of specific projects. If this programming change occurs, the next time period that the committee would need to program would be August-September 2009, as displayed below:

| Programming the first 3 years of the Transportation Improvement Program (TIP) | | | | | |
|--|------|------|------|------|--|
| X = Programmed 0 = Programmed with Lump Sum and not with specific projects P = Need to Program | | | | | |
| Aug.-Sept. 2006 - Programmed the 2008-2012 TIP | | | | | |
| 2008 | 2009 | 2010 | 2011 | 2012 | |
| X | X | X | X | X | |
| Aug.-Sept. 2007 - Beginning of 2009-2013 TIP | | | | | |
| 2009 | 2010 | 2011 | 2012 | 2013 | |
| X | X | X | X | 0 | |
| Aug.-Sept. 2008 - Beginning of 2010-2014 TIP | | | | | |
| 2010 | 2011 | 2012 | 2013 | 2014 | |
| X | X | X | 0 | 0 | |
| Aug.-Sept. 2009 - Beginning of 2011-2015 TIP | | | | | |
| 2011 | 2012 | 2013 | 2014 | 2015 | |
| X | X | P | 0 | 0 | |

The committee members were asked for input regarding future programming for the 2009-2013 TIP.

Tami Ryall noted that bike projects are part of the trail system in the Gilbert General Plan and imbedded in the system of development fees for every home. Match money comes through the development fee which is updated each year and the whole process is based on adding the fifth year of the TIP in order to accumulate the match money.

Janeen Gaskins reported that Avondale needs the 5 year time frame because that lead time helps them identify funding for the match required for federal projects.

Reed Kempton expressed the fact that Scottsdale operates on a 5 year CIP as well and that the lump sum funds because they would not be allocated per city would not be helpful. It would be much more difficult for staff in cities to program bicycle projects long term and very difficult to compete well with other internal projects in the city.

Eileen Yazzie was asked if other modes would be required to program for only three years as well. She explained that only Bike, Ped, ITS, Air Quality and Safety projects would be affected because street, freeway and transit projects are managed by Arterial Life Cycle program which has a set order for the next 20 years.

Srinivas Goundla asked if this potential change to the TIP process relates to the PM-10 problem. Eileen Yazzie replied that these are two separate issues. Mitch Foy noted that PM-10 issues need immediate resolution whereas bike projects can be projected into the future.

6. Discussion of Ideas for the MAG Regional Bikeways Map

Maureen DeCindis reported that MAG member agencies have received official notice on the update process of the MAG Regional Bikeways map. Committee members will be asked to submit ideas for the back of the map.

Tami Ryall suggested creating a tear-off sheet asking bicyclists to give feedback to help determine the number of people who bicycle.

Reed Kempton suggested spreading the map to both sides of the paper or make sections that identify areas not currently represented such as the County's facilities in the west valley.

Janeen Gaskins suggested adding information about bike related events. Maureen DeCindis responded that the map is in print for three years and events information needs updating, however, jurisdiction's and agencies websites could be listed.

Randi Alcott suggested adding air quality benefits and pollution savings information on the map.

Brandon Forrey suggested as criteria for photos to highlight new connections or new bicycle facilities.

Eric Iwerson suggested including transit information with bike-on-bus, bike station, light rail stations, park and ride lots and light rail interface. Brian Fellows added that helping people find ways to mix modes so people wouldn't necessarily have to bike all the way. Icons on the map could indicate where to get a cup of coffee or a bike shop.

Consider reserving the border for information and photos or do a wrap-text next to the map. Members were asked to bring sample city maps for ideas to the next meeting.

7. Discussion of Ideas for future Agenda Items for the Committee

The committee members will be asked to identify issues and projects that the MAG Bicycle Task Force and the MAG Pedestrian Working Group should address in the next year.

Brandon Forrey suggested the Mid-Block Crossing issue could be discussed. Tami Ryall noted that this is an issue in all communities. Some members felt the issue should be tabled until the MUTCD incorporates the HAWK crossing in its upcoming update, probably in 2008-2009. Many communities are currently developing mid-block crossings.

Brian Fellows asked about sponsoring an educational event such as a field trip for engineers to experience the variety of mid-block crossing treatments. Most engineers felt that there are enough gaps in traffic for bicyclists and pedestrians to cross the street as is. If vehicles were forced to stop, it may cause more collisions.

Brandon Forrey would like to understand the grant processes and how to prepare better applications. Tami Ryall asked if the bike/ped committee could resume its role in giving feedback to jurisdictions on their Enhancements applications. Randi Alcott suggested a workshop on helping cities develop Bicycle Friendly applications. Reed Kempton noted that the questions have changed and that there are a number of efforts in the region that local jurisdictions could take credit for.

Mitch Foy moved to adjourn. The motion was seconded by Bill Lazenby. The motion passed unanimously.

8. Next Meetings

All meetings will be on Tuesday in the Cholla Room at 1:30 p.m.

July 17, 2007 cancelled
August 21, 2007
September 18, 2007
October 16, 2007
October 23, 2007 (optional)
November 20, 2007
December 18, 2007 NOON